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1. By 15 March 1952 Soviet hydroelectric power experts had started a program to increase the capacity of the Sup'ung station and the Changjin (127-15, 40-23) (CV-5171) station. The North Korean government was financing the expansion of the two stations, and the Soviet Union was providing technicians. Seven Japanese technicians were employed at the Changjin station.

2. On 2 March 1952 the Number 45 Arsenal at Kangsŏn-ni (125-35, 38-55) (YD-2410), employing 350 persons, was producing 1,500 hand grenades daily. The Number 41 Arsenal at Chinnamp'o, the former Nikken plant, was manufacturing daily 5,000 hand grenades, 60 PPSH guns, and 130,000 rounds of PPSH ammunition. The Number 41 Arsenal employed 700 persons.

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3. In mid-January 1952 a plant at Pongto-ri (鳳道里) (approximately YD-208355), Tŏksan-myŏn (125-33, 39-09) (YD-2036), attached to the Number 101 Factory at Sinŭiju and employing 63 men, was producing daily 2,000 North Korean army uniform buttons and 300 badges. The plant, managed by KIM Yong-kŭn (金用根), aged 42, was equipped with 16 tin presses and three motors.

4. By 18 February 1952 railways in the Sinŭiju area were being kept operative through continuous maintenance by Communist crews despite United Nations interdiction

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efforts. Trains of 15 cars or less in length were moving only at night. Between 4 February and 18 February train departures were as follows:

Northbound: Sŏnch'ŏn (124-55, 39-48) (XE-6407) to Sinŭiju:  
one train leaving between 9:30 p.m. and 9:50 p.m.; a second train leaving between 11:30 p.m. and 11:50 p.m.; a third train leaving between 2:30 a.m. and 2:50 a.m.; and a fourth train leaving between 3:20 a.m. and 4:00 a.m.

Chŏngju (125-13, 39-42) (XD-9096) to Sŏnch'ŏn:  
one train leaving between 8:00 p.m. and 8:30 p.m.; a second train leaving between 10:00 p.m. and 10:30 p.m.; a third train leaving between 12:00 a.m. and 12:30 a.m.; a fourth train leaving between 2:00 a.m. and 2:30 a.m.

Chŏngju to Kusŏng (125-15, 39-59) (XE-9228):  
one train leaving between 11:30 p.m. and 12:00 p.m.; and a second train leaving between 3:20 a.m. and 4:00 a.m.

Southbound: Sinŭiju to Sŏnch'ŏn:  
one train leaving between 8:40 p.m. and 9:20 p.m.; a second train leaving between 10:40 p.m. and 11:20 p.m.; a third train leaving between 1:20 a.m. and 2:00 a.m.; and a fourth train leaving between 3:20 a.m. and 4:00 a.m.

Sŏnch'ŏn to Chŏngju:  
one train leaving between 9:50 p.m. and 10:20 p.m.; a second train leaving between 11:50 p.m. and 12:20 a.m.; a third train leaving between 2:50 a.m. and 3:20 a.m.; and a fourth train leaving between 4:50 a.m. and 5:20 a.m.

Kusŏng to Chŏngju:  
one train leaving between 12:20 a.m. and 12:50 a.m.; and a second train leaving between 2:20 a.m. and 2:50 a.m.

Southbound trains were transporting ammunition, food, and clothing; northbound trains were transporting scrap iron, minerals, and damaged freight cars. All lines used by these trains were double-track. Every 2 days to 5 days a train ran between Sakchu (125-03, 40-23) (XE-7472) and Kusŏng.

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5. The North Korean Ministry of Transportation organized a three-division rail brigade in January 1952 to repair rail lines within 48 hours after damage from United Nations bombing. The 1 Division is responsible for the P'yŏngyang area; the 2 Division, with headquarters at Songjin (129-12, 40-40) (EA-1701), is responsible for Hamgyŏng Province; the 1 Regiment of the 3 Division, with headquarters at Chŏngju, is responsible for the Sakchu-Sinŭiju area; the 2 Regiment of the 3 Division, with headquarters at Kunmŏ-ri (125-53, 39-42) (YD-4798), is responsible for the P'yŏngyang-Anju and P'yŏngyang-Sunch'ŏn (125-56, 39-25) (YD-5267) areas; and the 3 Regiment of the 3 Division, with headquarters at Huich'ŏn (126-17, 40-20) (BV-6968), is responsible for the Manp'ojin (126-17, 41-09) (BA-7259) area. General headquarters of the 3 Division are at Sinŭiju. Failure to repair a damaged line within 48 hours is regarded as neglect of duty and violation of war-time statutes. The three divisions are organized into rail defense districts, to each of which is assigned one platoon. Each of these platoons is based at a station along the line.

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